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Far East.
Prices (including Postage) to any
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No. 16877

號八十月六年七十壹百九千壹英

HONGKONG MONDAY, JUNE 18 1917.

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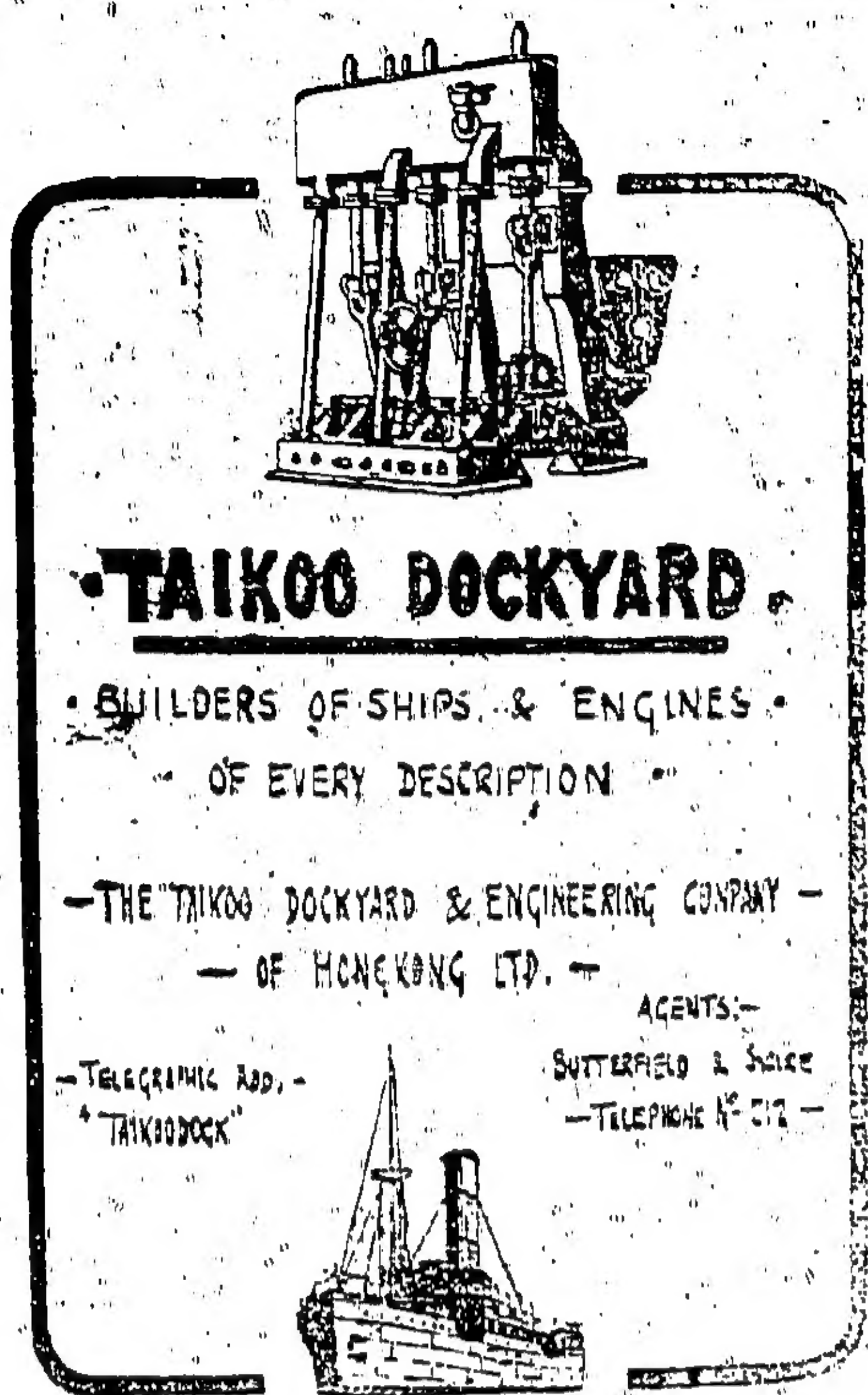
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"CHINA MAIL" OFFICE.

THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

ANOTHER AIRSHIP RAID ON ENGLAND.

A ZEPPELIN BROUGHT DOWN.

LONDON, June 17.
A British official report states that
early this morning some enemy airships
approached the east and south-east
coasts.

Two came a short distance inland,
one crossing East Anglia, the other coming
over Kent. The latter dropped
bombs and some damage was done, also
a fire broke out in a coast town.

One Zeppelin was brought down in
flames.

LATER.
The Press Bureau announces that two
airships were engaged in last night's
raid.

One crossed the Kentish coast and
dropped six bombs on a coast town.
The latest reports state that two people
were killed and 16 injured, and a large
number of houses were damaged.

The second raider attacked an East
Anglian coast town, but was heavily
shelled and driven off probably damaged.
It dropped a large number of bombs in
open places and was shortly afterwards
brought down in flames and destroyed
by a pilot of the Royal Flying Corps.
There were no casualties or damages
in East Anglia.

THE WESTERN FRONT.

BRITISH "SLEDGE-HAMMERING"
IN FLANDERS.

WHAT IT INVOLVES.

PARIS, June 17.
The Echo de Paris states that the
British "sledge hammering" at Ypres
and Armentieres is forcing Germany
to decide between further most
costly sacrifices in order to maintain
her new lines in Flanders, or a fresh
retreat.

ENEMY ATTACK ON FRENCH FRONT FRUSTRATED.

LONDON, June 17.

A French communiqué reports:—An
enemy attack, in the course of prepara-
tion, against our positions at La Bovelie,
to the north east of Gerny, was dispersed
by our fire.

The artillery duel is most intense on
the Hurtubise sector.

ACTIVITY OF PORTUGUESE TROOPS.

LONDON, June 17.

Field Marshal Sir Douglas Haig states
that Portuguese troops repelled several
raids during June.

We successfully carried out a raid to
the north of Gouzenourt. Our artillery
frustrated an enemy raid to the south
of Ypres-Comines canal.

PRISONERS BEHIND THE FIGHTING LINE.

LONDON, June 17.

A German official message states that
as Great Britain has announced that the
withdrawal of all German prisoners-of-
war to thirty kilometres behind the
front has been completed, all British
war prisoners have been similarly
withdrawn.

GRAVE RIOTING IN GERMANY.

AMSTERDAM, June 17.

Grave rioting is reported to have
taken place at Essen and another
German town.

INCIDENT IN A RECENT NAVAL ACTION.

LONDON, June 18.

A statement by the Admiralty dis-
closes that a British destroyer, while
rescuing German survivors who
jumped overboard during the naval
action on June 5, was fired on by
the German destroyer S. 80 before
the latter sunk, and also by the shore
batteries, while enemy aeroplanes
hovered over to drop bombs.

THE PEACE MANŒUVRE.

AN AGENT EXPELLED FROM
RUSSIA.

PETROGRAD, June 17.
M. Hofmann requested the Swiss
Minister to communicate his offer
through Robert Grimm, a Swiss
citizen who came to Petrograd in
the middle of May, ostensibly
acting as a "guide" to returning
Russian refugees.

It is now announced that the
Provisional Government has ordered
the expulsion of Grimm because it
has evidence that he is a pacifist
German agent.

Grimm has already left Russia.

CONGRESS OF DELEGATES APPROVES THE EXPULSION.

A general Congress of the Council of
Workmen and Soldiers' Delegates has
opened at Cherdz. The President of
the Petrograd Council of Workmen
and Soldiers' Delegates has been elected
President.

The Congress has approved of the
expulsion of Robert Grimm by 640
votes to 121. It is of opinion that
the expulsion is essential in the interests
of the Russian Revolution and Interna-
tional Socialism.

AFFAIRS IN RUSSIA.

AMERICAN MISSION CREATED BY
THE PROVISIONAL GOVERNMENT.

AMERICA'S REQUEST TO RUSSIA.

NEW YORK, June 17.

A message from Petrograd states that
Mr. Elihu Root who is the leader of the
American Mission to Russia, was greeted
by the Provisional Government.

In a speech Mr. Root laid stress upon
the fearful danger of the German
Military Autocracy threatening Russia's
new-found freedom, and the world's
liberty. America, he said, had begun
to fight for Russia's liberty equally as
for her own and she asked Russia to
reciprocate.

M. Terestchenko, the Prime Minister,
expressed his confidence in Russia's
ability to meet the problems of the
erection of a strong internal democratic
force and to fight the external foe.

PROLONGED INACTIVITY CON- DEMNED BY DUMA.

"TREASON TO THE ALLIES."

PETROGRAD, June 17.

The Duma has passed a resolution
that a separate peace and prolonged
inactivity on the Russian fronts would
be ignoble and treason to the Allies.
The maintenance of Russia's safety
and her liberties, depended upon the
immediate resumption of the offensive.

A PAN-RUSSIAN CONGRESS.

PETROGRAD, June 17.

The Pan-Russian Congress of Soldiers
and Sailors Delegates has opened.

AUSTRIAN PARLEMENTAIRES ARRESTED.

PETROGRAD, June 17.

Two Austrian officers and two
privates who visited the Russian lines
at Yezopol, on the south western front
as parlementaires, have been arrested
and have proved to be members of the
Austrian Espionage Bureau.

THE SILVER MARKET.

LONDON, June 18.

There is nothing doing on the silver
market which is steady.

OBITUARY.

LONDON, June 18.

The death is announced of Colonel
Thomas Watson, V.C.
Colonel Watson was connected with
the Military Works Department of India.
He had also served on the North West
Frontier.

(Continued on Page 5.)

INTIMATIONS

RUSSIAN 5% INTERNAL LIBERTY LOAN 1917.

SUBSCRIPTION to the LIBERTY LOAN is opened at THE RUSSO ASIATIC BANK, Hongkong, from date to date, June 1917.

The price of issue is 85%.

The loan is free of Income Tax and other taxation.

The loan is issued for 55 years and will be redeemable at par by yearly drawings beginning in December, 1922.

The loan may be repaid at par after the 29th March, 1927.

Coupons are payable half yearly on the 29th March and the 29th September.

Interest on the loan runs from the 29th March, 1917—interest from that date to be added to the price of issue.

Special favourable rates will be quoted for Russian Exchanges.

Applications will be wired to Petrograd free of telegraphic charges and bonds will be forwarded free of postal charges. The Bank is ready to give every facility to subscribers in the shape of advances against the bonds.

G. TISDALL,
Manager.

Hongkong, May 3, 1917. 1757

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COAL

THE Undersecretary having been appointed AGENTS for the COAL HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPON COAL trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo).

"SILIMPON COAL" compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIK or SANDAKAN exclusively for SILIMPON COAL (either cargo or Bunkers) are exempt from payment of all Port charges.

At Sandakan Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

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HISTORY OF UNION CHURCH

(1891-1903) 50.

HONGKONG'S MUSICAL HISTORY. 50

NOTES ON WILD LIFE IN HONGKONG AND SOUTH CHINA. (By Rev. O. A. Penbury, M.A.) 50

Part I—Mammals and Birds 50

Part II—Reptiles, Amphibians and Fishes 50

THE MISSIONS OF THE EASTERN CHURCHES (History of the Eastern Churches) 1.00

CHINESE SCHOOL BOOKS ("Sun-Tse King" translate by E. J. Riley) 20

SIR ROBERT HART'S LAND TAX MEMORANDUM 20

WASHINGTON BOOKS (The main) 20

INTIMATIONS

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Indian-Exotic-Tinted and Velvet Carpets reduced 20%. Received new consignment of silk stockings also.

D. CHELLARAM,
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Hongkong, June 1, 1917. 1864

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AND

CORNED PORK.

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ALL Electric Trams Pass Entrance.
Electric Lifts, Fans and Lighting.
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Best of Food and Service.

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Manager.

Don't Worry!
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real, rich red blood—and
plenty of it—in his body.

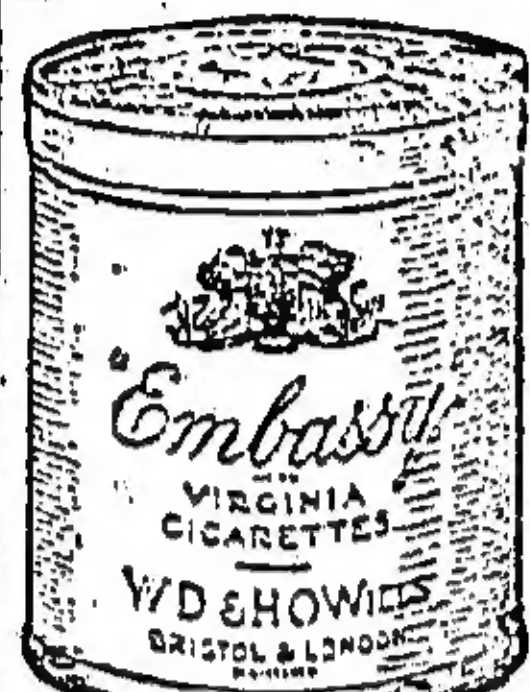
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makes blood—lots of it—life
giving, brain nourishing,
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OF ALL CHEMISTS

Patent: 21,222 and 21,223

QUALITY is the point
which is necessary
in an enjoyable
Cigarette.



That's why
"EMBASSY"
VIRGINIA No. 77
has been justly
described as
THE CIGARETTE
DE LUXE.

This Advertisement is issued by
BRITISH AMERICAN TOBACCO Co., Ltd.

THE SERIOUSNESS OF
THE IRISH.

"Chair Healy writes: Nothing could better mark the differences that separate the Celt from the Saxon than a brief glance into the manner in which each amuses himself.

It was said long ago, "by their fruits you shall know them," but, if I might, I would say that I think of that proverb. It is hard to be always saying what one thinks. I wonder who it was that first gave to the world the Irishman as a roysterer and a dancer of jigs? Perhaps Lecky. Whoever it was, the legend grew, and in time people forgot that it was only a legend, and have thought of it ever since as a fact. "We weave our own enchantments," says W. B. Yeats, "and bind ourselves with our own imaginations." For the Irishman is a terribly serious fellow all the times.

It is a much more unpleasant thing to destroy an illusion than a Government. The world treasures its illusions, but who treasures a Cabinet? However, I am Irish enough and patriotic enough to prefer butter to jam, which I understand, is a Scotch conviction let loose upon an innocent world by the chemists. The Englishman—at least the main that, according to the "Daily Mail," rules the street (I thought the policeman did) is the true roysterer, the sufferer at Fate, the laughter at Destiny. He is the light man of the world's multi-ball. See him as he sails his painted boat on a Saturday afternoon in the pond in Hyde Park. He is a great boy, with his long pole under his arm. He will leave his work sometimes to run races with toy machines in a toy lake. Over in Connacht, if the like occurred, the villagers would be calling in the dispensary doctor to certify another lunatic for the asylum. They may fight cocks on occasion but what is that compared with sailing boats in a pond?

The truth is that Irish life is gloomy in the main, sometimes bordering on the tragic, but seldom bright and joyous. The Irish are addicted to sport of a kind, but not to gaiety. The Other World overshadows everything.

The Cockney, on the other hand, knows the secret of getting the most out of a holiday. It is an event of splendid irresponsibility to him, turning from East to West. He will sing music-hall ditties in a train-ride to Southend, until he can sing no longer. He has the music and all the like with him, or if he has no music, then a girl.

If the train stops at a junction, the platform is instantly filled by couples waiting to the music of a mouth organ, for the very overflow of wild joy.

Now that could never happen on the way to Sandakan. If the Cockney, finding himself there by any chance, tried that on in Donegal, the railway people would be wiring to the nearest police barracks. The young people look "quave" and dauntless, "as a versatile lot of things modern puts it," whilst the elders discuss politics and the backwardness of the harvest.

At Margate, one may find at Park Holiday-time the Cockney peacefully sleeping on the beach, whilst of him when there are more people than he can hold, he is a different man.

It is good for his health, and he takes things philosophically, and never grumbles. He wades in the water with his womenkind like a stork, he disperses himself upon the sand, and takes his joy-sleep in the sun.

The Englishman, sensible, plays at politics, changing sides when the game becomes innocuous. The Irishman clings to a party like a devotee to a god. The Englishman laughs in the intervals, at the fun of it; the Irishman struts about chin up, like the hero in a melodrama. Go to a fair or market and mark the serious air and the sad faces you will meet there. I laugh and they never see in the same way. I can trust them with a group of working men, women and boys up to London for a day, whom I saw dancing to the music of a barrel-organ in a street near Euston station one year.

Someone says the difference is all a matter of temperament. I am inclined to think that it is rather the environment which colours the outlook upon life, and beyond life. To the Irishman nothing apparently matters only his soul and he sets about securing that in a way that his beliefs tell him is all wrong, but which the practice of them shows him to be right viz. gathering up money.

It is the Beyond that fascinates him, the unattainable, where, marvellous, masterless, one may burn one's way unchecked. The Englishman sees only the things about him, his amusements, his children, and he is happy in the present or of them. With them, on

without them, the Irishman never would be happy.

The Irishman loves tragedy and all unattainable things. He solemnly fixes upon the hill-tops, precisely where his fellow-worker beyond the channel sets up factory chimneys. He wants his son to become a priest and perform miracles, make the family "decent," and marry the girls to a "wary" man. He sees in the sturdy beggar who comes along the way a figure of Christ, and he is merely "a person looking for his share." Politeness—and faith—could not go much further.

You may travel Ireland to-day, North and South, and find no trace of the "stage" hilarity, and no laughter. We are all long-faced. A nation of dreamers, you think! A tragically religious people, I would say. What becomes, then, of the tradition that the Irish are a jocular come easy go easy set? It just goes to the grave, with our other toys and noon-day disillusionments.

FIRST KHAKI.

ENGLISH REFERENCES TO "DIRT" CLOTH IN 1011.

A number of interesting letters have been received in reply to Viscount Dillon's request for information of the first trial of khaki in India. Sir George Schuster, the famous Indian expert and scholar, writes to the "Daily Express":

"Khaki came into general use in India during the year of the momentous Indian Mutiny of 1857, because it was thought that it was not so easy to shoot men in khaki as in scarlet uniform. This 'dirt' coloured cotton cloth has been in use in India from time immemorial, and is referred to by English writers so early as 1811.

Etymologically it is the same word as the Latin 'caco,' and our own dialect word 'tack,' dirt.

Of course, khaki is less distinguishable at a distance than scarlet, but I doubt whether it is harder to hit than scarlet, the latter being so difficult accurately to distance. All reds appear nearer to you than they really are, all blues further, and all greens and browns appear at their true distance.

"An Old Guide" writes: "I think I can quote a still earlier use of khaki uniform than mentioned by your correspondent. I will find the full story in 'The Story of the Guides,' by Colonel G. J. Youngblood.

"Briefly, when the Corps of Guides was raised in 1846 by Sir Harry Lumsden, he formed the opinion that a tight scarlet tunic was not the most suitable garment for a soldier to fight in in a hot and dusty country. He therefore clothed the Guides in dust or mud-coloured clothes, known as khaki.

"The example of the Guides was followed by the other regiments of the Punjab Frontier Force, but it was not till the Afghan war of 1878-80 that khaki was taken into general use by the British Army."

The Times of India has received the following from an anonymous Punjab correspondent:—"It is the righteousness on the face of Indo-British army to bundle out the bugs from Sandakan. It is no less than two years that they were stinging in the beds. Sandakan is now freely ventilated by our righteous force. Duty of a righteous man is to drive out the dainty or bugs. Danna are Huns. Undoubtedly our soldiers did well in the battle of Sandakan. If I had been there I would have given sleep to their backs. I am in the Far East, therefore it is beyond my ability to curse them."

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without a vial of Pinkettes, the dainty little gentle-as-nature remedy for constipation, biliousness, sick headaches.

are so good for the children as for you. They stimulate the appetite, and aid digestion. Of course, it's best free for 50 cents from Dr. Williams' Medicine Co. of Stockton Road, Shanghai.

PINKETTES

INTIMATIONS



YOUR EYES

SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.

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ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained workmen under expert European supervision.

All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, etc., etc.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS					
NAME OF DOCK OR SLIP	LENGTH OR BREADTH	DEPTH OVER KEEL	DEPTH OVER BULKHEADS	DEPTH OVER SPRING TIES	RISE OF TIDE
KOWLOON					
No. 1 Dock, Kowloon	70'	12'	12'	12'	12'
No. 2 Dock, Kowloon	27'	12'	12'	12'	12'
No. 3 Dock, Kowloon	27'	12'	12'	12'	12'
Prince's Dock, No. 1, Kowloon	134'	12'	12'	12'	12'
Prince's Dock, No. 2, Kowloon	134'	12'	12'	12'	12'
WATERLOO					
Coastal Dock	100'	12'	12'	12'	12'
WATERLOO					
Long Dock	100'	12'	12'	12'	12'
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ROSS'S BINOCULARS and TELESCOPES,

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High Class English Jewellery.

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HORLICK'S
MALTED MILK

Pure full cream milk, enriched with choice malted barley and wheat in powder form. Keeps indefinitely.

THE FOOD DRINK FOR ALL AGES.

A refreshing and sustaining beverage, ready in an instant by the addition of hot or cold water only. No cooking. Nourishing and convenient.

In 3 sizes, 1/6, 2/3 and 1/- (in England).

SOLD BY ALL CHEMISTS AND STORES.

HORLICK'S MALTED MILK COMPANY,

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THE PREMIER SCOTCH OF
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A. S. WATSON & Co., Ltd.,
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To-day's Advertisements

KOWLOON CANTON RAILWAY.
(British Station).

NOTICE.

FOR the convenience of Residents at the Peak the Train at present advertised to leave SHUM CHUI at 9.20 P.M. (arriving at Kowloon at 10.10 P.M.) will on and from WEDNESDAY, 20th June, leave SHUM CHUI at 9.00 P.M. calling at SHING SHUI at 9.15 P.M. and arriving at Kowloon at 9.52 P.M.
By Order,
H. P. WINSLOW,
Manager.

Kowloon, June 18, 1917. 1891

TO BE LET.

NO. 2 "AMAT-VITAS" Kimberly and Austin Roads, Kowloon, from 1st July, Moderate Rental.
Apply
PATELL & COMPANY,
Top floor, King's Buildings,
Hongkong, June 18, 1917. 1893

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

THE Company's Steamship, "SUWA MARU," having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Kowloon & Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment must be marked by mark and delivery can be obtained as soon as the Goods are landed. Optional Goods are given to the contrary before Noon, To-day.

Goods not cleared by the 24th June, 1917, will be subject to re-shipment. "Damaged Packages" must be left in the Godowns for examination by the Consignees and the Consignees' representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA,
Agents.

Hongkong, June 18, 1917. 1892

THE CALENDAR.

MEMOS FOR TO-MORROW.

2.30 p.m.—Auction of Furniture, Blackwood, Ware, etc. at Messrs. Hughes and Hough's.
9.01 p.m.—New Moon.

General Memoranda.

FRIDAY, June 22.—Anniversary of the King's Coronation.
SATURDAY, June 23.—Prince of Wales' Birthday (1894).
Dragon Boat Festival.
10.30 a.m.—Auction of Miscellaneous Stock at Messrs. Hughes and Hough's.
Noon.—Auction of Manganese Putty at Messrs. Hughes and Hough's.
SUNDAY, June 24.—Midsummer Day.
WEDNESDAY, June 27.—Entries close for third Gymkhana.
THURSDAY, June 28.—Settlement Day: Hongkong Stock Exchange.
MONDAY, July 1.—Dominion Day, Canada.
SATURDAY, July 7.—3.30 p.m.—Third Gymkhana Meeting.

'CHINA MAIL'
OVERLAND EDITION.

THE BEST WEEKLY NEWS-PAPER FOR ALL INTERESTED IN HONGKONG AND CHINA GENERALLY.

ORDER IT BEFORE GOING HOME AND THUS KEEP IN CLOSE TOUCH WITH THE COLONY.

ment made in the French Chamber when war credits were under consideration by the Deputies. France means that Alsace-Lorraine shall be fully restored to her, and in this she is able to count upon the full support and co-operation of Great Britain and the United States. For the tyrannical oppressors of Belgium, Serbia, Montenegro and Rumania, as well as of whole departments of France, to talk of urging the "liberation" of Ireland, Egypt, Tripoli, Morocco, India, Tibet and Korea, is such palpable hypocrisy and arrant nonsense that it will deceive nobody. The "liberation" that these peoples desire—and that India and Ireland especially have been magnificently fighting for—is liberation from the menace of Prussian aggressiveness. President Wilson the other day set the German peace-maneuvres in their proper light when he said that a deep fear has entered the hearts of the military masters of Germany, and they see that their only chance to perpetuate their military power, or even their controlling influence is to secure a peace now with an immense advantage still in their hands and thus justify themselves before the German people. This is not the kind of peace which will be acceptable to the United States or to Great Britain and France; and we have to-day the assurance that it will not be acceptable to the Provisional Government of Russia.

The China Mail.

HONGKONG, MONDAY, JUNE 18, 1917.

GERMANY'S PEACE IDEAS.

THE heavy fall in the value of the Mark on the Neutral Exchanges to 67d. is an eloquent indication of what is thought in neutral countries of Germany's chances of victory, even on the very modified scale represented in her peace-intrigues. Germany will have to go very much further in her peace offers than she has yet done before there can be any approach to official negotiations between the belligerents, or even as between the Central Powers and Russia. In the present ill-organized state of Russia it is possible that the offer made by Germany through the instrumentality of a member of the Swiss Federal Council may succeed in delaying the recovery of that state of solidarity and high resolve necessary to a successful resumption of military operations by the Russians; but no Russian who refreshes his memory with the history of the initiation of this war, or who realises the tremendous significance of the struggle, will be deceived by offers so illusory. Certainly there is no reason yet to believe that there exists any wide and general desire in Russia to play the treacherous part toward the Allies that Germany is intriguing to induce Russia to play. So far as the other members of the Entente are concerned, Germany's manoeuvring for a peace which is "honourable" to her is taken at its proper value. We get in the statement made by the German majority at the Socialist Conference at Stockholm, a fuller presentation of German aspirations than is afforded by M. Hofmann's statement for Russian consumption. For a Socialist pronouncement, the statement presented by the Germans at the Stockholm Conference is particularly interesting in that it repudiates the idea of compensation for damaged territory. Let the French soldiers have an opportunity of doing in the territory of these German socialists what German troops have done in the French territory they have been forced to evacuate, and we venture to think the German Socialists would hold very different ideas from what they profess now on the question of reparation. Again, while in our sentence they are demanding the restitution of conquered colonies, in the next they are proposing that Alsace-Lorraine shall be made "an independent member of the German Empire." What the French Socialists think of these proposals is opportunely disclosed in a cable giving a state-

THE MAGISTRACY.

"WARLIKE GOODS."

Before Mr. A. Dyer Ball this morning a Chinese was charged with attempting to export four pounds of calcium carbide from the Colony without an export permit from the Superintendent of Imports and Exports.

Inspector Kent stated that as calcium carbide was classed as "warlike goods," its exportation was prohibited by the Government.

The defendant pleaded guilty to the offence and His Worship imposed a fine of \$5.

A NEGLIGENT TAILOR.

A Chinese proprietor of a tailor's shop in Queen's Road West was brought before Mr. Dyer Ball this morning on the charge of stealing six yards of silk from one of his customers.

Detective Sergeant Cockle stated that the complainant, a Chinese salesman, left the silk at the defendant's shop and instructed the defendant to make it into a garment. The tailor's shop was subsequently closed, but the defendant never returned the silk to the complainant. When charged with the theft of the silk, the defendant explained that whilst he was in Canton his foks stole all the goods from his shop and absconded. The defendant, however, had neither notified the Police of the alleged theft nor intimated that he would compensate the complainant for the loss of the latter's goods.

Evidence was heard and the defendant was remanded in Police custody till to-morrow morning.

UNLAWFUL POSSESSION OF OPIUM.

A Chinese coolie was charged before Mr. Wood with the possession of eighteen tins of prepared opium other than Government opium.

The defendant pleaded ignorance of the law and the case was adjourned until to-morrow morning, bail being fixed at \$200.

ATTEMPTING TO BRIBE A CONSTABLE.

Mr. Leo D'Almeida appeared before Mr. Dyer Ball this morning to defend a Chinese who was charged with the unlawful possession of \$100 and also with offering a bribe of \$20 to the Chinese police constable who arrested him on the first charge.

The defendant pleaded not guilty and the case was formally adjourned until next Thursday, bail being fixed at \$500.

THEFT BY A GIRL.

Mr. Wood this morning sentenced a Chinese girl to seven days' hard labour on the charge of stealing six pieces of clothing, a gold watch with an appendage, and a water pipe, from the inmates of No. 197 Queen's Road East.

SPURIOUS COIN CASE RESUMED.

The case in which a Chinese, was charged with knowingly uttering a counterfeit coin, intended to resemble a King's current silver coin, was resumed before Mr. J. R. Wood this afternoon.

After further evidence was heard the case was adjourned until next Saturday morning.

SOCIAL AND PERSONAL.

Mr. H. A. Stevenson, second son of Mr. Stevenson, "Tourelle" North Point, has passed out of Wellington and has been posted to the 1st Gurkha Rifles.

News has been received in Shanghai of the death of a son, in Mesopotamia, of Lieut. Jack Mackenzie, who was born in Shanghai about 20 years ago. He was the son of Col. Donald Mackenzie, formerly Capt. Superintendent of the S. M. Police.

We regret to record the death of Mr. F. G. Rozario, who had been employed in the office of the China Mail as a bookkeeper for over ten years. He had been in an indifferent state of health for some time past, but his death came very unexpectedly. He was taken seriously ill yesterday and passed away in the early hours of this morning.

The apology by Dr. Gilbert Reid for sedition labels published in the "Peking Post," tendered in the United States Court at Shanghai, has been accepted by the prosecution and the defendant was accordingly released. The apology was published in the China Mail of Saturday.

CRIMINAL SESSIONS.

ALLEGED ARMED ROBBERY AND KIDNAPPING.

The Criminal Sessions opened this morning before Sir William Ross Davies, K.C., Chief Justice.

Pong Yee and Pui Shun Ping were charged with that, on December 2nd, 1916, at Shui Hau Village, they, together with other persons unknown, did feloniously commit an assault and did steal \$2,000, articles of clothing and other goods and chattels, and also did take away three persons, with the object of obtaining a ransom.

Mr. G. N. Orme, of the Crown Solicitor's Office, appeared for the prosecution and the accused, who pleaded not guilty, were undefended. The jury were:—A. W. Van Andel, M. J. Danenberg, A. Lambden, W. Taylor, F. G. Herricks, S. Misso, and G. Ladin.

Mr. Orme, outlining the case, said that the charge was the crime of armed robbery and kidnapping, a double crime, alleged to have taken place at a small village situated at a most remote point of our territory, on the evening of December 2nd, 1916. Soon after dusk some fishermen observed armed men approaching them. The armed men increased in numbers and they went along the shore and rounded up all the fishermen they could find, about 80 in all. The robbers left two of their number to keep guard over the fishermen and then went to the village, which is about half a mile from the shore. There the robbers separated into gangs and proceeded to visit the houses of the chief residents, including the schoolmaster and the chief shopkeeper. They ransacked the houses, taking money and other articles, and in addition they took the schoolmaster, the chief shopkeeper, another shopkeeper and his son. The father of the latter, however, managed to escape in the darkness. The remaining captured men were taken off to a junk and eventually landed on an island well-known as a pirates' island, not far from Macao. Some time after, the captured men, owing to their guard rather relaxing its vigilance, managed to escape to Macao and eventually reached Hongkong. In the meantime, a letter was received by the man who had originally escaped—the father of the son held by the robbers—demanding the sum of \$10,000 as a ransom for the son.

Owing to information given by the escaped men, the second accused was arrested in Macao and in his possession were found some rolls of cloth, like that taken by the robbers. The first accused was arrested six weeks later, also at Macao, and certain witnesses would be able to identify the accused.

One of the fishermen then went into the witness box and gave evidence as to the landing of the robbers. The second witness, one of the captured villagers, stated that he and his companions were very cruelly treated whilst on the pirates' island. They were kept there for over a month. They finally managed to escape at 10 o'clock one night, when the robber who was left on guard went away. The captured men hid themselves in the bushes for three days, during which time they were practically without food. They eventually managed to reach the beach unobserved, and there they met a boatman who complied with their request to take them to Macao.

After hearing further evidence, the jury unanimously found the first accused guilty, and the second accused not guilty by 8 to 1.

His Lordship, in passing sentence on the first accused, said that it was a most disgraceful proceeding. He sentenced accused to eight years with hard labour and 14 strokes.

The second accused was discharged.

A CRIMINAL WITH A LONG RECORD.

Chan Wing pleaded guilty to a charge of breaking into a room in a house at Yau-mai and stealing articles of clothing, on May 20.

Mr. Wakeman, the Crown Solicitor, said that the accused had 18 previous convictions against him. His Lordship (to accused) "You were here in January and I passed a very short sentence upon you in the hope that you would reform."

His Lordship then read to the accused his past record, which consisted of 16 sentences to terms of imprisonment varying from a few hours' detention to three months' hard labour, and also corporal punishment, and passed sentence of twelve months' hard labour in the present case.

The prisoner was removed from the dock shouting and protesting.

POSSESSION OF COUNTERFEIT COIN.

Li King was charged with being in possession of counterfeit coin and attempting to utter the same, well knowing it to be counterfeit.

The accused admitted possession of the coin but said that the money came into his possession during the ordinary course of business. He intended to take the money to Canton to be melted down to get the silver from it.

His Lordship stated that the accused had better plead not guilty and take his trial.

The following jury was empanelled:—Messrs. R. M. Austin, D. L. Lyle, G. H. da Silva, J. P. Xavier, J. Luing, T. C. Nixon, H. W. Dick.

Mr. Wakeman, the Crown Solicitor, said that the accused was stopped in the street by a hokong, who discovered the counterfeit coin on the person of the accused and arrested him.

The hokong then went into the witness box and gave evidence of the arrest.

The case is proceeding.

MODERN BUILDINGS IN SHANGHAI.

Never in the history of Shanghai (says Millard's Review, a new periodical), has there been such activity in the building line as at present, although it may be said, in passing, that in the past few years the aspect of Shanghai has been altered to such an extent that a resident who left Shanghai, say just before the beginning of the Great War, would hardly recognize the place were he to return at the present time. Not even the most sanguine visionaries of the "good old days" would have dared to predict that Shanghai would, as it has become, a city of a million inhabitants, with a keen business community, housed in modern, up-to-date premises, and with a host of manufacturing industries, stretched out along the numerous streams entering or passing the Settlement.

The most ambitious project at present being brought to fruition in Shanghai—aside from the new reinforced concrete Municipal building being reared in Kiangse Road, between Kiangse and Hankow Roads, which stands in a class by itself—is that of the Sincere Corporation, a purely Chinese concern, which is putting up four blocks of buildings at the junction of Nanjing, Chienyang, Kwangse and Tientsin Roads, comprising respectively a hotel, a department store, retail shops and a ten-house. The main building will be surrounded by a high tower and patios of the establishment will be served by five "lifts" (known in America as elevators). All employees of the various enterprises will be provided with living quarters on the premises. The roof, which will be flat, will be devoted entirely to amusement. The Sincere Corporation has a capital of two million taels, about one-third of which is being invested in the before-mentioned buildings. The architects are Messrs. Lester, Johnson and Morris.

A four story reinforced concrete building, with granite facing and steel casements, is being erected for the North China Insurance Co., Ltd., under the supervision of Mr. R. E. Stewardson, A.R.E.B.A. It represents the last word in modern office building construction and will cost about Tls. 150,000.

Two reinforced structures have just been completed for the Shanghai Mutual Telephone Co., Ltd.—the West exchange at the corner of Raffles Wall and Carter Roads, and the North exchange at the corner of Haining and Fusan Roads, under the supervision of the same architect. The former has been designed as a two-story building with provision for additional stories at a later date; the latter is three-storied. Their cost is about Tls. 140,000.

The very prosperous Yangtze Insurance Co. is putting up a new concrete building; seven stories high, on the Bund, at a cost of about three hundred thousand taels. The Wing On Insurance Co. (Chinese) is erecting a modern three hundred thousand tael structure on the Bund, opposite the Sincere Corporation buildings. The Shanghai Cotton Manufacturing Co. is putting up another large mill in Yangtszepoo, under the supervision of Messrs. Palmer & Turner, who are also the architects for the Yangtze and Wing On buildings. The Astor House block of retail shops, built a few years ago, is now being surrounded by three stories in concrete at an expense of about Tls. 70,000, so as to provide much needed hotel accommodation. The work is in charge of Messrs. Lafont and Wootton.

Encouraged by the success of the "New World," the up-to-date Chinese theatre in Nanjing Road, a similar establishment in concrete, several stories high, is being erected by other proprietors, in Avenue Edward VII. Among the numerous minor industrial establishments that of the new Zai Lo silk factory in Honan Road extension, being constructed under the supervision of Mr. Wm. Brandt, may be mentioned.

To give a complete list of buildings in course of construction would require much more space than is at our disposal. Foreign residences and blocks of Chinese houses are being built in all parts of the Settlement, as are also warehouses, cinematographs, retail shops, etc., and the greater proportion of these are of more substantial construction than that of the old buildings.

Although strictly speaking not a part of Shanghai's building activity, we may also mention the two modern hospitals which are being built for the Chinese Government, one at Wuchang, and the latter at Peking, as the head of which is the well-known Dr. Wu of plague-prevention fame. This work is under the supervision of Messrs. Shattuck & Husey. The Hongkong and Shanghai Bank at Hankow has also just moved into a new four-storied granite structure.

An O. S. K. chartered steamer which will leave Kobe for America to ward the close of July, is taking consignments at \$10 per ton. The preliminary contracts for space made thus far exceed the total cargo capacity by 2,000 tons.

The Mitsui Bussan Kaisha has decided to establish a new company in Yokohama to manufacture "benzoin" with a capital of Yen 10,000,000. The reason of establishing this in Yokohama is that the company found it impossible to establish in Manchuria and has finally decided to establish in Yokohama. The company is now in the process of raising capital and will be ready to start work in the early part of next year.

Koko Park, says a cable from London, is to be built on the coast of the island of Koko, near the mouth of the River of Plateau.

It is just such an embankment as every family should be provided with, and it is by all means a good idea.

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TELEGRAMS.

(Continued from Page 1.)

MARK FALLS TO 614.

LONDON, June 18. There has been a heavy fall of the Mark of neutral exchanges. It is now worth less than 614.

ENTENTE TROOPS IN THESSALY.

PARIS, June 17. British, French and Russian troops for the occupation of Thessaly were transported from Salonika without accident, though several submarines were lurking about in the route.

A French Eastern communiqué states:—

British airmen greatly damaged enemy camps at Saint Vrac.

The advance in Thessaly continues. The French cavalry have reached Pharsalos Domokos, which is 60 kilometres south of Larissa.

They have also occupied Demetli.

FRENCH STEAMERS FIGHT SUBMARINES.

OUTSIDE THE DECLARED BLOCKADE ZONE.

PARIS, June 17.

It is officially announced that two French steamers report having been attacked by large submarines, near the Spanish coast, outside the declared blockade zone.

Both the steamers successfully maintained an artillery duel, obliging the attackers to abandon the struggle.

DRASTIC MEASURES AGAINST PROFITEERS FORESHADOWED.

LONDON, June 17.

The *Observer* states that Mr. Lloyd George has resolved to deal drastically with profiteers.

Lord Rhondda, the new Food Controller, takes up the office in complete agreement with Mr. Lloyd George in this connection.

FIRST INTO BAGDAD.

STOCK EXCHANGE MEN LED BY MAJOR CRAIG.

"The first troops to enter Bagdad were a squadron of Hertfordshire Yeomanry equipped almost entirely of Stock Exchange men, headed by Major Craig, of the Stock Exchange."

Thus spoke Field-Marshal Lord Grenfell, G.C.B., G.C.M.G., who on April 13th addressed the members of the Stock Exchange on behalf of the Mesopotamian Campaign Funds, while embossed with Miss Stella Maude and Miss Beryl Maude, the daughters of Lieutenant-General Sir Stanley Maude, were generously purchased throughout the House.

Although it was Mesopotamia Day, it was not a flag day. Emblems only were sold; these took the form of apples from the Garden of Eden, pictures of the oak, myrtle leaves from Bagdad, and medals on which were stamped the figure of the desert train in the camel.

At Billingsgate Market early in the morning a huge salmon was given to Miss Maude. It was bought back by the donor for £70, and then the fish with the golden scales was a porter dubbed it was given to Miss Maude again to be sent to a military hospital.

TWO YEARS MAROONED.

A member of the Shackleton Antarctic Expedition—the first of the party to reach England—Mr. John Leachman Cope, of Christ's College, Cambridge, who went out as surgeon and biologist, and reached England recently. Mr. Cope was one of the party marooned for two years on Ross Island.

Speaking of the three men of the marooned party who lost their lives—Captain Macintosh, Hayward, and Spencer Smith—Mr. Cope said a fatality seemed to dog them. The party were attacked by scurvy when returning from a long sledging expedition of 190 days on the first ice barrier—the longest time any party has ever been out sledging.

Macintosh was left alone in a tent with three weeks' provisions, and Hayward and Spencer Smith were carried on sledges. Smith died when fifteen miles from safety. Hayward was got in all right, and Macintosh was afterwards fetched and recovered.

Only about a month afterwards Macintosh and Hayward endeavored to cross the sea ice to Cape Evans, but were lost in a blizzard, which broke up the ice, carrying the men out to sea. They were never heard of again.

Mr. Cope states that during the dark months, his party amused themselves with arguments over the articles in a Cambridge edition of the "Encyclopaedia Britannica," and with a grammophone and one hundred records which had been left behind by Captain Scott's Expedition. They manufactured a smoking mixture of coffee, tea, sawdust, oatmeal, and dried berries. In one place they found a motor car, complete even to a motor horn, and with petrol in the cylinders and tank, but the car was embedded too deep for them to get it out.

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months mothers should watch for any unusual looseness of the bowels. When great prompt attention at this time serious trouble may be avoided. Chamberlain's Colic, Cholera and Diarrhoea Remedy can always be depended upon. For sale by all Chemists and Grocers.

EARLIER TELEGRAMS.

PEACE MANOEUVRES.

GERMANY AND RUSSIA.

SWITZERLAND THE INTERMEDIARY.

STOCKHOLM, June 18.

Facts have come to light showing that the Swiss Government has been acting as the intermediary between Germany and Russia in promoting the aims for peace.

A telegram despatched from Bern on the 16th June in the cipher of the Swiss Federal Council, the Swiss Minister in Petrograd says that M. Hofmann, a member of the Swiss Federal Council, authorizes the following communication:—

"Germany undertakes no offensive while an arrangement with Russia is possible. I am convinced, after conversations with an important personage, that Germany aims at a peace with Russia honourable to both, with intimate economic and commercial relations, financial support to rehabilitate the internal affairs of Russia, an *aide aux vivres* regarding Poland, Lithuania and Courland, and the restoration of the occupied provinces, including Austrian territory in the possession of Russia."

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AFFAIRS IN GREECE.

MR. JONNART HIGH COMMISSIONER.

ATHENS, June 16.

Mr. Jonnart is taking up residence as the High Commissioner for the Protecting Powers, whose diplomatic representatives will be temporarily withdrawn. The British Ambassador has already left.

EX-KING CONSTANTINE.

LEAVES GREEK TERRITORY.

ATHENS, June 16.

Ex-King Constantine has finally left Greek territory, and the Military Club has been closed.

A proclamation has been issued notifying that persons tampering with the military telegraph and telephone wires will be shot.

Further troops have been landed at the Piræus.

The navigation of the Greek waters and the traffic on the railways are being resumed, and the normal conditions are being established.

LARISSA SUPPORTS VENIZELOS.

LONDON, June 16.

A French Eastern communiqué states:—

Our infantry occupied Kalambaka and Trikala, and our advance southward continues without a hitch.

The inhabitants of Larissa have most enthusiastically adhered to M. Venizelos.

PROGRESS ON THE HINDENBURG LINE.

LONDON, June 16.

Field-Marshal Sir Douglas Haig reports:—During the day fighting has again taken place in the sector of the Hindenburg Line north-westward of Bullecourt.

We made progress and captured prisoners.

There was reciprocal artillery firing at intervals on the battle front southward of Ypres.

Our aeroplanes, with the co-operation of our artillery, yesterday, did particularly successful work in reconnaissance and bombing raids.

There were many air fights on either side, numerous machines being engaged.

We brought down six German aeroplanes, one of which fell in our lines, and we drove down ten. One of our machines is missing.

We completely repulsed, yesterday forenoon, an attack after heavy artillery preparation, on the positions we captured on Thursday evening, southward of the Ypres-Commines Canal.

A few Germans reaching our trenches were immediately killed or driven out.

ACTIVITY IN CHAMPAGNE.

LONDON, June 16.

A French communiqué states:—Our artillery were fairly active north and south of Ailette, also in the Champagne sector. At Neumilly and Mont Blond, near Courcy, we regained a trench element which the enemy had captured in the morning. All the occupants were killed or captured.

THE AIR-RAID.

OFFICIAL CASUALTY LIST.

LONDON, June 16.

In the House of Commons, the Home Secretary, Mr. Cave, K. C., stated that the air-raid casualties were:—104 killed; 154 seriously and 269 slightly injured. These including 120 children casualties.

FURTHER ITALIAN SUCCESS.

LONDON, June 16.

An Italian official report states:—We attacked and carried the strongly fortified position at Cornocavento, in the Eastern Trentino.

We captured the remainder of the garrison and captured two guns and a large quantity of supplies and ammunition.

The enemy, continually reinforced, violently attacked our position at Ortigara, but all the attacks failed.

We captured 52 prisoners.

THE MUNITIONS EXPLOSION.

THE CASUALTY LIST.

LONDON, June 16.

The Press Bureau announces that in the Ashton-under-Lyne explosion 41 persons were killed and 130 injured. A fire caused the explosion.

The majority of the workpeople escaped.

U.S. STEAMER'S FIGHT WITH A SUBMARINE.

WASHINGTON, June 16.

It is officially announced that the oil-tank steamer *Morrell* was set on fire and sunk by a German submarine, following a battle in which 300 shots were fired.

The *Morrell* fired 200 shots. Four Americans were killed.

The submarine captain congratulated the captain of the *Morrell* on the splendid fight he put up.

FRENCH STEAMER TORPEDOED.

PARIS, June 16.

The French steamer *Seguana* was torpedoed in the Atlantic.

Six hundred and fifty people were on board, and of these 180 are missing.

FIGHT FOR CHEMIN DES DAMES.

FRENCH GAINS IN FACE OF FIERCE RESISTANCE.

["THE DAILY CHRONICLE'S"] Special Correspondent.

With the French Armies, May 3.

One of the most awful parts of the battle line in France is the Chemin des Dames and the neighbouring points of the Aisne heights, where the mutual bombardments never cease, and infantry fighting goes on continuously.

Before a respite of any precedent, the French have slowly made good and slowly extended their hold upon the ridge, and every day makes its commanding views more useful to them. I suppose that in the whole extent of the war there could hardly be found a natural stronghold put to better defensive use than this has been.

From the outset the German armies have been richly provided with machine-guns. They are now employed upon a larger scale than ever, and in this rugged ground, with its ravines, cliffs, woods, and stone villages, they are peculiarly formidable. The chalk slopes are honey-combed with caverns and grottoes, natural and artificial, which the German engineers have furnished, enlarged, and connected by tunnels.

THOUSANDS OF PRISONERS.

Here they awaited the end of the French bombardment in comparative immunity, while our Allies had to approach from the valley 300 feet below by trenches that were nearly everywhere overlooked. It is true that when the barbed wire was completely broken, and the Chasseurs, Zouaves, Moroccans, and other troops of assault were able to dash over No Man's Land, the crest proved to be a trap and yielded up several thousands of prisoners.

On the crest the enemy had pierced a number of tunnels through the chalk from the front to the back slopes of the hills. Sometimes as above Chilly, they let the wave of assault pass and then fired upon our men from behind. Sometimes there were bloody combats at the entrance of these warrens, and the tenants were shot down as they came out.

They started from specially wide communication trenches, up which columns of grenadiers came four abreast. As soon as the first four were shot down another line stepped forward. Thousands and thousands of bombs were thrown, but the French mitrailleurs could not be passed.

In their attempts to recover the Cerny Summery a heap of ruins, of course they started from specially wide communication trenches, up which columns of grenadiers came four abreast. As soon as the first four were shot down another line stepped forward. Thousands and thousands of bombs were thrown, but the French mitrailleurs could not be passed.

Of individual exploits the number is legion. Near Ostel a soldier fell upon a German at his observation post. The dying man's cry giving the alarm, the Frenchman leapt to the entrance of the shelter, threw down some bombs, and struck down with the butt end of his rifle those who attempted to escape.

A machine-gunman (the machine itself being a terribly effective weapon), seeing that his section was held up by a blockhouse and forward, and his fire killed all the garrison, while the remaining 32 surrendered. A machine gunner and an artillery observer were made to yield themselves prisoner.

And there is the case of a more general significance of an adjutant who survived a German officer in his observation post and, filled with anger, said, "You, at any rate, shall not cut down any more trees."

G. H. PERRIS.

FORD'S BABY SUBMARINES.

A good deal has been heard lately about those baby submarines which Ford, the automobile manufacturer, has offered to supply the Government of the United States at the rate of a thousand a day. Here is a little more about them.

These little undersea craft would be manned by one man and would carry at their noses "pills on poles," the pills to be high explosives and the poles to be long, protruding arrangements which, guaranteed safe to the operator. These machines, Mr. Ford says, could destroy the most powerful battleships and, naturally, could wipe out any troopships by which an enemy might endeavour to land invaders. They could be turned out very easily and simply and at little more cost than an automobile. "I'll stake my reputation as a manufacturer on those little submarines," Mr. Ford has said, his statement being based on the fact that considerable experimentation had been done with them in the last few years altogether successfully.

JAPANESE DESTROYERS ENGAGE ENEMY SUBMARINES.

LONDON, June 16.

The Japanese Naval Attaché communicates that one of the Japanese destroyer flotillas of the 11th fleet engaged enemy submarines in the Mediterranean.

The result is not known.

The *Saluki* was damaged by an enemy torpedo, but was towed safely to port. Fifty-five lives were lost.

The British Admiralty states that the *Saluki* gallantly aided in the rescue from the torpedoed *Transylvania* with many every body's admiration.

SOMETHING DEPENDABLE.

BLACKBOLTS are always more or less prevalent during this weather. For example, Mr. Chamberlain's Colic, Cholera and Diarrhoea Remedy is always dependable. For sale by all Chemists and Grocers.

REMINISCENCES.

[BY SIR GEORGE REID.]

"If it be admitted (as it surely ought to be) that it is a cardinal virtue in a volume of reminiscences to reflect the spirit and temperament of the man who wrote it, then Sir George Reid's businesslike autobiography may fairly be said to secure a success with every hit, writes a reviewer in a London daily. For the book embodies the man. It is solid, sturdy, plain-spoken, without an air of grace or any kind; it goes straight to its subject, and has a definite opinion upon every theme that it attacks. Naturally, it is mainly concerned with Colonial politics, and the general reader may possibly consider its interest a little too closely confined; but then again, it is a faithful reflection of the life that it describes. For Sir George Reid has given his best years, and the entire energy of an exceptionally energetic personality, to the service of Australia, and the record of his public career is one of which any politician might well be proud. Yet the story is told with unyielding modesty, and with stern detachment. In short, it is an essentially manly book, of the true bulldog breed."

Sir George Reid was born at Paisley, in 1845, the son of a Presbyterian minister, and grandson of the beautiful Juan Ronald, whose charms evoked a copy of rather anonymous verse from the poet Burns. When the future Premier of Australia was only 7 years old his father emigrated to the Antipodes, and for six years the boy wrestled with Colonial Schoolmasters, without much satisfaction either to them or to himself. At the age of 13, however, he found his feet in a Sydney merchant's office, and took to business like a duck to water. He also taught himself the art of public-speaking by attending a local debating society.

At 19 he was offered the post of Acting Assistant Accountant in the Colonial Treasury, and kept the job for fourteen years. He had a comfortable salary, and lived an easy life, so much so, that though he intended to study for the bar, he was occupied from 1865 to 1879 in putting off the evil day to his final examination.

Meanwhile, in 1875, he had written "Five Essays on Free Trade," a book which Mr. Gladstone acknowledged with high praise, and three years later became Secretary of the Crown Law Office. In 1880, which he considers one of the best years of his life, he took serious hold both of his legal and his political career, and was elected member for East Sydney, the blue ribbon of the constituencies of New South Wales.

AUSTRALIAN POLITICS.

From this point our author's reminiscences largely revolve themselves into a survey of Australian politics. He was from the outset an authority upon the land question, and did more than any man to improve the condition of tenure, which forty years ago was in a scandalous state in Australia. He succeeded Sir Harry Parkes as leader of the Free Trade party, and became Premier in 1894. He was an energetic Federalist, and visited England at the Diamond Jubilee, which he describes as "the grandest national spectacle I ever saw." The Imperial Conference which followed brought him into close relations with Joseph Chamberlain, and inspired him with glowing respect for that great man's "rare blend of statesmanlike views with business capacity."

About the same time he visited Gladstone at Hawarden, and was dismissed with a glance of approval from the "piercing eyes and the characteristic blessing." May the Lord cause his face to shine upon you and yours!

Seven years ago Sir George Reid returned to England, as High Commissioner vested with representative authority, and charged among other duties, "with the spread of information at this end of the world concerning Australia and the varied openings it affords as a source of raw materials and food supplies, as an attractive home for the emigrant, and as a place for the investment of British capital." He confesses to finding his lot cast in pleasant places, and his reminiscences are full of evidence of the number and fervour of the friendships which he had formed in the British Isles. He looks forward to the forthcoming Imperial Conference with hope, regarding it as a milestone on the road that leads to the closer union of the forces of Empire; but he does not think, if the conference is to achieve its proper work it must cast aside all local creeds and shibboleths. The politicians, economists, and leader-writers must sit at the feet of the experts, and they will find that an Imperial Parliament is still a dream of the far future. The Dominions will be slow to surrender any of their own powers of self-government, especially in matters of trade and immigration. An Imperial tariff he regards as impossible, but a scheme of preference and reciprocity might mediate profitably between two fiscal policies and produce an atmosphere of mutual understanding and prosperity. Upon this, as upon all the points he raises, Sir George Reid will be heard with attention and respect. For he talks of the things he knows, and does so with characteristic sincerity, vigour, and common sense.

THE RULE OF THE ROAD.

The inviolable regulation which governs riding and driving, what official notices and the penny-a-liners have an absurd fondness for calling "vehicular traffic," is expressed in the familiar doggerel:—

The rule of the road is a paradox. If you keep to the left you are sure to go right. If you keep to the right you are sure to go wrong.

The railways inherited the rule of the road which they superseded, and their trains travel with the left hand to the wall. Moreover, the earliest Continental railways being planned by Englishmen, they adhered to the English system, although the English rule as to driving is not universal, and in driving, for instance, through the traffic of Paris it must be a little difficult to remember to pull to the right instead of instinctively to the left.

The Safety First Council is doing a most valuable work in educating the public to be on its guard amid the countless dangers of the London streets, but an excessive price will have to be paid for its valuable services if some of its too eager advocates are allowed to tamper with the English rule as to driving the foot-passenger. By the English common law, that body of established custom which proved so strong that it triumphed even over the Norman Conquest, the safety of the traveller on foot is supreme with regard to the whole extent of the highway. The antiquity of his position is greater than the introduction of footpaths and pavements. The tracks along the side of the highway, upon which horses and carriages may not trespass, are a modern device for his greater security, but

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WILL dispatch VESSELS to the Undermentioned PORTS

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SHANGHAI, MOJI AND KOBE.

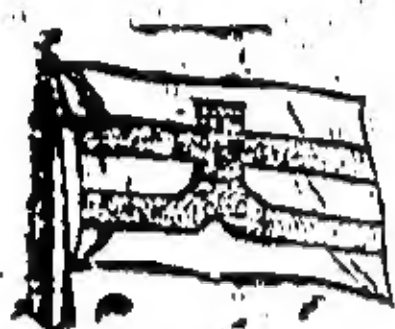
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LONDON AND BOMBAY VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

Wireless on all steamers. Return tickets at a fare and a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York at Special Rates.

For PASSAGE RATES, HAND-BOOKS, FREIGHTS, DATES OF SAILING Etc. apply to: P. & O. S. N. Co's. Office, E. V. D. FARR, Superintendents.



O. S. K. OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

North American Line. FOR VICTORIA, SEATTLE AND TACOMA, VIA SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE AND YOKOHAMA.

"MEXICO MARU" Leaving June 20th at 10 a.m.

"HAWAII MARU" Leaving July 1st at 10 a.m.

FORMOSAN LINE:—For Tamsui, Keelung, Anping and Takao, via Swatow and Amoy.

"SOSUI MARU" Leaving June 21st at 9 a.m.

"AMAKUSA MARU" Leaving June 26th at 10 a.m.

Calling at Tamsui, Keelung via Swatow and Amoy.

Omitting Tamsui and Keelung.

These Formosan Lines will arrive at and depart from the SOON YIP WHARF, near the Harbour Office and while the steamer is alongside the wharf Telephone No. 76 will be fixed.

SOUTH AMERICAN LINE:—Every three months steamers proceed to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE:—Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE:—Fortnightly service for Bombay calling at Singapore, Port Swettenham, Penang and Colombo. At present this line's steamers take cargo only.

JAVA LINE:—Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to these ports.

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(STOOMVAART MAATSCHAPPY "NEDERLAND").

"ROTTERDAM LLOYD" ROYAL MAIL LINE

(STOOMVAART MAATSCHAPPY "ROTTERDAMSCHE LLOYD").

Joint Service

between NETHERLAND INDIES, SINGAPORE, HONGKONG and SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI, YOKOHAMA and HONOLULU.

STEAMERS TO SAIL

"PRINSES JULIANA" 28th June.

These superior passenger steamers have accommodation for first and second class saloon passengers.

For further particulars please apply to

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REGULAR SAILINGS FOR BOSTON & NEW YORK, via PORTS AND SUEZ AND PANAMA CANAL.

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NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD.

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Sailings from Hongkong.

Proceed from Hongkong on or about Connecting at Calcutta with On or about

A steamer Shortly

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THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

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SHIPPING

C. N. C. CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA, CEBU & ILOILO	Yingchow	June 18, at 4 p.m.
SHANGHAI	CHENAN	June 19, at 4 p.m.
SWATOW & SINGAPORE	LIANGCHOW	June 20, at 8 a.m.
SHANGHAI	SINKING	June 21, at 4 p.m.
WEIHAWEI & TIENTSIN	Kuichow	June 22, at Noon
HAIPHONG	Kaipong	June 23, at 10 a.m.
MANILA, CEBU & ILOILO	TEAN	June 25, at Noon

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.
S.S. "LINTAN" and S.S. "SANUT".

MANILA LINE. Twin Screw Steamers "Chinhua," "Taming" & "Tean" Excellent Saloon accommodation and ships. Electric Fans fitted. Extra state-rooms on deck aft on "Taming" and "Tean".

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. "Anhui," "Chenan," "Yingchow," "Sinkiang" and "Sunning" with excellent accommodation. Electric Light and Fans in Saloon and State-rooms. Maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to

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INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
HAIPHONG	LOKSANG	WEDNESDAY, June 20, at 7 a.m.
SANDAKAN	MAUSANG	SATURDAY, June 23, at Noon
MANILA	LOONGSANG	SATURDAY, June 23, at 3 p.m.
MANILA	YUENSANG	SATURDAY, June 23, at 3 p.m.

CALCUTTA LINE:—Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.

Returning from Calcutta steamers proceed to Kobe and Moji, frequently calling at Shanghai.

These steamers have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon.

SHANGHAI LINE:—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

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Cargo taken through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

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Under Straits Government Passport Regulations. All European Passengers, leaving the Colony for Straits settlement, are required to produce on arrival at destination passports with their Photographs and description signed thereto.

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EASTWARD.

R.S. JAPAN, 5,013 tons, Capt. J. E. O'Sullivan, will be despatched for SHANGHAI, KOBE and MOJI on the 19th June.

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The above Steamer have excellent saloon accommodation for passengers and is fitted with all modern conveniences and carry a duly qualified surgeon.

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VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its medicinal properties ever be equalled in all cases of poverty, impurity, or other impurities of the blood from whatever cause arising. No sooner is it introduced into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling disease, wherever and in whatever form met with; removing all blotches, pimples, spots, every eruptions and glandular swellings, rheumatism, rosy cheeks, scalded patches, etc. Its effects are almost magical in the treatment of cold, rheumatism, sciatica, neuralgia, pains and swellings of the joints, discharges, blood poisons, eczema, leprosy, psoriasis, and every bad humors, skin diseases, ulcers, wounds, sores, gonorrhea or venereal disease. It improves the general health, and quickly restores long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, and cures the precursor of consumption.

VETARZO BRAIN AND NERVE FOOD. See next insertion for full particulars.

Send stamped addressed envelope for Free Booklet, or P.O. 2/6 for Trial Bottle of either remedy, to THE VETARZO REMEDIES CO., GOSPEL OAK, LONDON. "Unprincipled vendors of VETARZO" the genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES are Sold by DOCTORS, CASH CHEMISTS.



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REGULAR SERVICE of Fast, High Class Coast Steamers, having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHOW AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAITAN	Capt. A. E. Hodgkins	FRIDAY, 22nd June at 12 Noon
HAIRONG	Capt. J. W. Evans	TUESDAY, 26th June at 12 Noon

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Sailings from Hongkong—Subject to change without notice.

Steamer	Tons & Speed	Leave Hongkong
SHINYO MARU	22,000-21 knots	Fri., 22nd June.
PERSEA MARU	8,000-14 knots	Tues., 3rd July.
KOREA MARU	18,000-18 knots	Tues., 17th July.
SIBERIA MARU	18,000-18 knots	Fri., 27th July.
TENYO MARU	22,000-21 knots	Fri., 10th August.
NIPPON MARU	11,000-15 knots	Sat., 25th August.

First Class to London G\$348. (£71-10-0) Return G\$808. (£139) San Francisco G\$950. G\$437.50.

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Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.

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Steamer. Tons & Speed. Sailing.

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(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATE
VICTORIA, B.C. & SEATTLE Via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU & YOKOHAMA	SHIMIZUOKA MARU, Capt. Noma, Tons 12,500	WEDNESDAY, 20th June at Noon
NAGASAKI, KOBE & YOKOHAMA	SHINABA MARU, Capt. Higo, Tons 12,500	MONDAY, 18th July, at Noon

DESTINATION	STEAMERS	SAILING DATE
SHANGHAI, KOBE & YOKOHAMA	ATSUTA MARU, Capt. Isumo, Tons 18,000	MONDAY, 2nd July at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	HITACHI MARU, Capt. Tomimaga, Tons 12,500	WEDNESDAY, 18th July at 11 a.m.

DESTINATION	STEAMERS	SAILING DATE
SHANGHAI AND KOBE	BOMBAY MARU, Capt. Shinohara, Tons 8,000	SATURDAY, 23rd June

FOR DATES OF DEPARTURE APPLY AT THE COMPANY'S OFFICE.

LONDON Via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN AND MADRIDA.

SYDNEY AND MELBOURNE, Via MANILA, THURSDAY, ISLAND, TOWNSVILLE AND BRISBANE.

CALCUTTA Via SINGAPORE, PENANG & RANGOON.

BOMBAY Via SINGAPORE, MALACCA AND COLOMBO.

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EASTBOUND NEW YORK LINE

via PANAMA CANAL.

(CARGO ONLY)

NEW YORK Via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO, PANAMA AND COLON.

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MAATSCHAPPY

NOTICE TO CONSIGNEES.

FROM PENANG AND SINGAPORE.

THE Steamship

"JACOB"

having arrived from the above port & consignees of cargo by her are notified that all goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the Wharves delivery may be obtained.

Goods not cleared by 22nd June, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on the 31st June, 1917 at 10 a.m.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by JAYA CHINA JAPAN L.I.N., Agents, Hongkong, June 18, 1917. 1887

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE

THE Steamship

"JAPAN"

having arrived, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by 23rd instant, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined by Messrs. Goddard and Douglas on 22nd instant, at 10 a.m.

Claims against the Steamer must be presented in writing within 10 days after arrival of Steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents, Hongkong, June 18, 1917. 1890

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